THE INTEROCEANIC SHIP CANAL.

COMMANDER LULL'S VIEWS ON THE UNION OF

THE TWO OCEANS-A CANAL WITHOUT LOCKS

IMPRACTICABLE—SUPERIORITY OF THE NICA-RAGUA LINE ABOVE THE OTHER ROUTES.

subjects, it only remains for me to show whether or not it is probable or possible that the Gulf Stream will

be diverted by the construction of an oceanic ship canal. As your paper has taken more interest in this

subject than any other in the country you will no

reports which have been made upon the subject, that a thorough cut upon the sea level will finally be adopted instead of resorting to locks. This I will answer fur-

have no effect whatever upon the ocean currents. If your correspondent were correct in regard to the difference of tide levels in the two seas the tendency

would be to establish a current from the Pacific to the

Caribbean Sea, as he makes the mean level of the tormer 3.52 leet higher than that of the latter. The truth is, however, that the mean levels of the two seas are exactly the same, as has been repeatedly proved within the last twenty-five years. Two lines of levels have been run from sea to sea under my own direction

been run from sea to sea under my own direction while commanding expeditions employed in surveying interoceanic canal routes—the first through Nicaragua

in 1875, with the result in each case as above given. The old idea of a difference of level

been corrected, however, since the surveys made for the construction of the Panama Railroad, and your

most nearly practicable for a thorough cut is between Aspinwall and Panama. At the former place the ex-

reme rise and fail of the tide is less than one look. At

the latter, owing to the conformation of the Bay of

feet. There are, consequently, two periods during

to the Pacific Ocean.

WASHINGTON, March 31, 1876.

THE MANSION OF THE NEW YORK CLUB DAM-AGED IN FIFTEEN THOUSAND DOLLARS-NAR-ROW ESCAPE OF A WOMAN FROM DEATH IN

of Fifth avenue and Broadway, was the scene last night of a fire, which, for a time, created great excitet and threatened to develop into a large conflagra-Fortunately, however, the firemen succeeded in eking the spread of the flames, confining them to upper western portion of the building, and limitmg the damage to about \$15,000.

The fire was discovered a few minutes after nine s'clock, at which time the dumb waiter leading from the basement to the top floor was ablaze. The inmates of the house quickly harried to the street and gave the alarm. Nearly fifteen minutes elapsed before the engines responded. A second and third alarm had in the been telegraphed, and shortly after the first chment came to hand reinforcements were on the spot. Before the firemen had got fairly to work the s had burst through the roof. Dense volumes of smoke filled the air and rolled upward.

The park was filled with thousands of citement. The park was filled with thousands of dense cowd of people collected. The police had their hands full in preserving the fire lines intact. The Broadway cars were all stopped and the Windows of the hotels and residences in the neighborhood were filled with spectators. The Hoffman House, opposite the burning building, was especially crowded, a large share of the spectator being ladies. Just before the firemen had begun directing the streams on the building an incident occurred that caused a shudder in the hearts of those who witnessed it. The form of a woman was seen on the roof, running from one end to the other, almost crazy with fear. The flames, is they darted upward, distinctly revealed her face to those on the ground. She appeared to have been face to those on the ground. She appeared to have been face to those on the ground. She appeared to have been fortunate woman was Police Commissioner Voorbin, she happened in the neighborhood as the fire was dissovered. With him was Petective Thompson, of the Central Office. They endeavored to ascend to the roof from the front entrance, but the dense smoke would not permit. They were now jouned by Insurance Patrolman James F. Wenman, and the hore hurried to an adjoining house on Fifth avenue and ascended. The hook and ladder truck had not yet arrived, and the woman's safety lay in getting her about the woman, who proved to be Elizabeth Mulagan, one of the chambermaids, had crossed over the roof and was safe. pectators, and in front of the Fifth Avenue Hotel a

The three rescuers quickly reached the root, and in a moment the woman, who proved to be Elizabeth Muligan, one of the chambermaids, had crossed over the root and was safe. Bhe was found uninjured, but almost dead from fright, the fire having slightly singed her hair. At the sime the fames reached the lourth floor she was sitting in her room and, losing all presence of mind, she ran to the roof and never thought of seeking safety in crossing to the neighboring roofs.

THE FIRE OUT.

The flames were completely extinguished within an hour. During the fire Commissioners Perley and King remained on the scene, directing the movements of their subordinates.

THE ORIGIN OF THE FIRE.

The origin of the fire was a subject on which there was a difference of opinion among the members of the club, who were in the house at the time the fire broke put. Some were under the impression that the lames originated in the lower part of the house, while theirs were equally positive that the beginning was at the top of the house. At a quarter past nine o'clock bne of the members of the club, who was sitting in the parlor on the second floor reading, was alarmed by the minel of smoke, and upon running into the hallway diszovered that the house was on fire. He immediately gave the alarm to others who were down stairs in the case, and by them the word was communicated to the officer on post, who at once sounded the fire signal from a neighboring box. The officer then rapped for assistance, and soon four or five other policemen were at hand. It was then decended advisable to send to the Hippodrome for an additional force, and Bergeant Taylor brought from that building twenty-live men who were on duty there. The insurance patrol were the first body of "firemen" on the ground, and they were closely followed by a hook and ladder company. The general impression of those who were present at the breaking out of the fire was that the Fire Department was tardy in making its appearance, but if they were slow in these movements it can be said that

the more correct.

THE DAMAGE

to the building, so far as could be estimated last night, will in all probability not exceed \$5,000. The top story, used as servants' quarters, was the only one seriously damaged, but, inasunch as this part of the building only cost \$1,500 to erect, there remains only to be taken into consideration the damage done to the ceilings by water and the burning of the woodwork in the shaft of the dumb water. It is expected that most of the ceilings on the Broadway side of the club house will have to be refrescoed, but beyond this and the repapering of the walls there will be little to repair. In the kitchen, where the fire is supposed to have originated, as it undoubtedly did, the damage is principally confined to the woodwork and broken crockery and crockery utensils. The loss on the furniture will, it is thought, not exceed \$7,000, the principal damage

wals there will be little to repair. In the kitchen, where the fire is supposed to have originated, as it undoubtedly did, the damage is principally conneed to the woodwork and broken crockery and crockery utenails. The loss on the furniture will, it is thought, not exceed \$7,000, the principal damage being done by water. The insurance pair of were early on hand, and saved much loss by their prompt efforts in covering up the carpets and other properties with tarpaulins. The whose loss to building and furniture is fully covered by insurance, but in what companies could not be ascertained. Several of the members who occupied rooms in the club house, which they had furnished themselves, will be heavy losers, for it is asserted they had no policies on their effects, Several valuable pictures, it is said, are totally ruined.

The New York Club was founded in 1845 by a number of young gentlemen of wealth and leisure. The test building occupied by the organization was in the southeast corner or Broadway and Astor place. It contained the usual restaurant and reading room, and allorded a good view of the promenaders on Broadway. The club soon grew to large proportions, and inadily it numbered 500 members, while the amount of money in the treasury grew proportionately. In 1861 it was decided to remove to the brown stone manison of Mr. Richeard K. Haight, corner of Fifth avonue and F. Reenth street. Fo a certain extent the instituoable promenaders had leserted Broadway and betaken themselves to the more juict and stately avenue. The windows of the new quarters afforded a tetter opportunity to while away the time by watching the gay promenaders. The louise may be added to remove to the brown stone manison of Mr. Richard K. Haight, corner of Fifth avonue and F. Reenth street. Fo a certain extent the instituoable promenaders had leserted Broadway and betaken themselves to the more part of the windows of the new quarters afforded a tetter opportunity to while away the image proportion of the intention of the content of the pr

CLUB HOSPITALITY.

The following note was sent to the New York Club

PALETTE CLUB,
NO. 7 East Twenty-second street,
9:30 SUNDAY EVENIOR.
Compliments of the Palette to the New York Club
actualing to them the use of our house until such time
yours will be again ready for occupance.
In haste.

ROBERT DUNLAP,
for House Committee.

FIRE IN HOBOKEN.

Last night a fire broke out in the three story house Washington street, Hoboken, adjoining Odd Hall About \$300 worth of costumes belong-

ing to Mr. Schwencke were destroyed. About \$800 damage was done by water to the stock of the shock store of Mr. H. Pteiffer. The house belongs to Justice Thomas Foster, and is believed to be damaged to the extent of \$500. The losses are all said to be covered by

FIRE AT FAIRMONT, W. VA.

PITTABURG, Pa., April 2, 1876. A destructive fire occurred at Fairmont, W. Va-early this morning, by which twenty-two buildings were destroyed and a number damaged. The fire was undoubtedly the work of an incendiary and originated between Swisher & Carpenter's store and Pendergast's saloon. The entire business block from Bridge street saloon. The entire business block from Bridge street to Jefferson on the south side of Main street and all the buildings but two on the north side were burned; also a number of buildings on Bridge street. The total loss is fully \$125,000, on which there is an insurance of \$20,800, divided as follows:—Peabody Insurance Company, of Wheeling, \$3,300: Franklin, of Wheeling, \$2,000; German, of Wheeling, \$4,000; Fire and Marine, of Wheeling, \$3,000: Kina, of Wheeling, \$2,000; Citizens', of Wheeling, \$2,000; Fancuil Hall, of Hartford, \$1,000; Fennsylvania, of Pittaburg, \$4,000; Hartford, of Hartford, \$1,800.

FIRE IN CHARLESTOWN, MASS.

A fire this evening at Charlestown Neck, near Cambridge street, destroyed 60,000 feet of lumber and the machinery in the building used by Isaac Hanscom, wooden box manufacturer. The fire is supposed to be of incendiary origin, and the loss is estimated at \$5,000. Patrick Hurley and three others were injured by the breaking of a ladder.

FIRE AT SOUTH HADLEY.

SPRINGPIKLD, Mass., April 2, 1876, South Hadley had a big fire for a country place this evening, which burned the hotel, two barns, Gridley's store and two houses. The total loss is estimated a

FIRE AT SPRINGFIELD, MASS.

SPRINGFIELD. Mass., April 2, 1876. Hale's Block, occupied by Curtis, clothier; Clapp, boots and shoes; Alden, photographer, and Frazer, jeweller, was partly burned this morning. Total loss about \$25,000.

OCEAN VIEW COTTAGE BURNED.

Boston, known as the Ocean View Cottage, near Phil-Boston, known as the Ocean view Cottage, near rini-lips Point, Swampscott, was burned to-day. It was erected in 1868 at a cost of \$25,000. The loss on the house, furniture and outbuildings is \$40,000; the in-surance on the bouse is \$20,000 and on the furniture \$7,000. The fire is supposed to be of incendiary origin.

FIRE AT CHICOPEE.

SPRINGFIELD, Mass., April 2, 1876. S. W. Parshley's block at Chicopee was burned last night Total loss about \$4,000.

IRON FOUNDRY BURNED.

The iron foundry of W. E. Slayton was destroyed by fire last night. The loss is \$25,000; insurance, \$6,000.

ATTEMPTS AT ARSON.

Boston, April 2, 1876. There were two incendiary attempts at fire in Taur ton, Mass., last night and this morning. The damage is slight.

OBITUARY.

WARREN P. BALLOU.

A telegram from Providence, R. I., under date of 2d iust., reports as follows:—Warren P. Ballou died in Cumberland yesterday of pneumonia, induced by exposure on Sunday last, when his dam at East Black-stone was carried away.

WILLIAM N. HODGSON, M. P.

A cable despatch from London, under date of the 2d inst, reports the occurrence of the death of William Nicholson Hodgson, member of Parliament for East Cumberland. He was seventy-five years of age, Cumberiand. He was seventy-five years of age, having been born in the year 1801. He was the son of the late Joseph Hodgson, Esq., of Carlisle by his wife Sarah Nicholson. The deceased was educated in the Grammar School at Richmond. In the year 1831 he married Mary Irwin, dsughter of Thomas Irwin, Esq., of Justus Town, Cumberland. He was a justice of the peace and deputy heutenent of Camberland. In politics he was a conservative, and proclaimed himself in tavor of "strict neutrality in our diplomatic intercourse." He sat in Parliamont for Carlisle from the year 1847 to 1852. In the latter period he was unsuccessful at an election. Being again returned by the same constituency he represented them from March, 1857, to April, 1859, when he was again locaten. In July, 1865, he was again returned and retained his seat till 1868. At this period he was again rejected. At the general election in November, 1868, he was returned for East Cumberland, a few days subsequent to his defeat at Carlisle.

HON. FREDERICK WALPOLE, M. P.

By a cable despatch from London, under date of the 2d inst, we are informed of the occurrence of the death North Norfolk, Mr. Walpole was the son of the third Fawkner, Esq. He was born on the 18th of September, in the year 1822, and, in the year 1852, married his cousin Sophia Frances Walpole. He entered the Royal cousin Sophia Frances Walpole. He entered the Royal Navy in the year 1839, was licetenant in 1845 and retired commander in 1864. He was a distinguished officer, and served with great éclat in the first Anglo-Chinese War, in the India waters and during the operations on the Danube. The gentleman was also well known in literary circles by his publications, "Four Years in the Pacific," "The Ansayri, or Further East" and other works of repute. In politics he was a conservative. He contested Lynn unsuccessfully in November, 1863, and was elected for North Norloik in November, 1868. His lineage is very ancient. He was the twenty-seventh in descent from Sir Reginald Walpole and the nineteen from Sir Henry de Walpole, who represented Norloik in Parliament in the year 1316.

OUR CITY'S FINANCES.

The Comptroller has issued the following statement of the amount of warrants drawn against the city treasury from January 1 to March 31, 1876; also s comparative statement of the city debt as represented in stocks and bonds as of December 31, 1875, and March 31, 1876, and also a statement of and for what purposes stocks have been issued:-

NEW WORKS AND IMPROVEMENTS—PATABLE FROM MEUR OF BOXES.
Public works, street openings and improvements. Croton water— \$847,088 \$168,909 68,819 40,235 74,314 50,438

Total payments from issue of \$,1,004,779 \$280,856

Total payments on special and trust \$2,034,849 \$118,346 Total payments by warrants in March \$1,759,679 Add previous payments in 1676. 5,856,801

Punded debt, payable 1875. 1876. 187

Balance S110,773,724 \$118,726,471 \$119,104,908
Cash in the City Treasury \$199,240
Cash in sinking funds. 277,684
Stocks and bonds have been issued in 1876 for the following purposes:

Public works—Street improvements and Croton waterworks. 129,000
Lity parks improvements. 129,000
Museums of Art and Natural History buildings. 50,000
Misseums of Art and Natural History buildings. 50,000
Misseums and judgments. 24,000
Old claims and judgments 36,630
Old claims and judgments 36,630 153,718

TROUBLE ABOUT A HORSE. Railroad Company, in Williamsburg, was arrested by Officer Crissey, of the Society for the Prevention of Cruelty to Animals, for having sent out a sick tow horse to work. Crissey then went to Washington ave-nue, where the horse was, and ordered its harness to

A NARROW ESCAPE.

Last evening John Ortendorf, thirty-eight years o age, of No. 78 Norfolk street, attempted to jump on one of the Hamilton avenue ferryboats while she was leaving the slip and led into the river. After considerable difficulty he was rescued. When taken from the water he was unconscious, but revived.

be taken off. Mr. Frank Pierce, desiring to make this a test case, refused to allow the removal of the harness, and when Crissey proceeded to entorce his order caught hold of him and pushed him away. For this act Pierce was arrested and locked up on a charge of nterfering with an officer in the discharge of his duty.

DARING HIGHWAYMEN.

Last night, as Michael Mayer, of No. 314 Bleecke Last night, as Michael Mayer, of No. 314 Bleecker street, was passing through West Third street, and was in front of No. 180, two men seized him and threw him to the sidewalk. They then attempted to rob him of a gold watch and chain. Mayer struggled and called for help, until Officer Carr arrived and arrested the daring highwaymen. The prisoners, on being arraigned before Sergeant Murray, at the Mercer street station house, gave their names and addrosses as follows:—Francis J. Bassett, No. 133 West Third street, and John Schmidt, No. 63 Cornelia street. They were locked up, and will be arraigned at the Washington Place Police Court this morning. In your issue of the 6th inst, there appears a com-munication giving what purport to be scientific facts in regard to the possible result of opening a ship canal through the American isthmus from the Caribbean Sea various parts of the world of the oceanic circulation as it now exists, and to show what stupendous changes would occur if the Gulf Stream were diverted into the Pacific. Admitting all that the writer says on these

The score in the tournament at the Café Internaionale stands as follows:-

A RAILROAD THROUGH A SEA.

[From the Vallejo (Cal.) Chronicle.]

A singular sight is now presented to passengers on the California Pacific trains, botween Davisville and Sacramento. For miles the road passes through a broad sea, stretching for an immense distance on either side. The water averages three or four feet in depth. In some places the top rail of fences is alone visible, and occasionally houses may be seen islanded in the vast ocean and cut off from all approach save by boats. The water is not merely stationary, but moving down the valley with more or less rapidity. There is apparently a hundred times more water on the tules than in the Sacramento River itself; and the reflection is naturally suggested that if all the swamp and tule land on the western bank of the river should be reclaimed and protected from overflow by dikes, the waters confined in such a narrow channel would rise to an unprecedented height and deluge the streets of Sacramento. Although there has been no rainfall for over a week the water draws off from the tules very slowly, and during the last few days the fall has been very slight. [From the Vallejo (Cal.) Chronicle.]

## SHIPPING NEWS

OCEAN STEAMERS.

DATES OF DEPARTURES PROM NEW YORK FOR THE MONTH Wyoming April 4 Liverpool 29 Broadway
Algeria. April 5 Liverpool 4 Bowling Gro
Climbria. April 6 Glaggow 72 Broadway
State of Indiana. April 6 Glaggow 72 Broadway
City of New York. April 8 Liverpool 37 Broadway
City of New York. April 8 Liverpool 57 Broadway
The Queen. April 8 Liverpool 69 Broadway
Neckar April 8 Liverpool 69 Broadway
Victoria. April 8 Liverpool 69 Broadway
Victoria. April 8 Glaggow 7 Bowling Gro
City of Richmond April 32 Liverpool 15 Broadway
Nevra. April 32 Liverpool 15 Broadway
Nevra. April 32 Liverpool 15 Broadway
Nevra. April 35 Liverpool 16 Broadway
Nevra. April 35 Liverpool 57 Broadway
Motterdam April 35 Liverpool 69 Broadway
Motterdam April 35 Liverpool 69 Broadway
Nevra. April 35 L

Panama, there is an extreme rise and fall of twenty feet. There are, consequently, two periods during each lunar day when (at spring tides) the water level at Panama is about ten feet higher than that at Aspinwall, and two periods when it is ten feet lower; or, to state the case a little differently, the water from half flood to half ebb, a period of about six hours, will be higher at Panama than at Aspinwall, with an average difference of level of five feet during spring tides; and for the succeeding six hours—vix., from half tide during the ebb to half tide at the following flood, the difference will be exactly the same the other way. The distance between the two piacos by the proposed line of the canal is forty-two miles. It the waters were loft free to move from one place to the other there would be an average slope during the six hours, due to difference of level, of one and a half inches to the mile. In order that any water should travel from the Caribboan to the Pacific there must be established during the six hours a current of seven miles per hour, otherwise it will be drawn back before it accomplishes the transit. According to Trautwine's formula the above mentioned slope for a canal with the cross section proposed will give a mean velocity of a little over one and a fourth miles per hour. In practice when there is a fluctuating water level at one or at each end of a thorough cut, a tide lock is interposed, or more than one if the differences of level are very great, by which the water surface in the canal is kept at the mean level and vessels are locked either up or down as the case may require. If a thorough cut were adopted upon the Panama route two tide locks on the Pacific side would be required. On the Atiantic side the fluctuation of the tides is too small to be a source of trouble. It is very clear from what has been said that no current would have any effect in forcing itself through the canal. I suppose that to be the idea of your correspondent, though he hasn't very clearly stated the fact. NOTICE TO CAPTAINS OF VESSELS ENTERING THE PORT OF NEW YORK AT NIGHT.—The New YORE HEMALD has adopted a distinguishing Coaton night signal for use on board the HEMALD steam yacht, showing white burning the colors red, green, red, changing from one to the other in succession, and can be seen several miles distant. Captains of vessels, upon seeing this signal, will oblige us by preparing any marine news they may have for the Ship News Department of the HEMALD.

27 Persons desirous of communicating with vessels arriving at New York can do so by addressing to such vessels, care of HEMALD news yacht, pier No. I East River, New York. Letters received from all parts of the world and promptly delivered. Duplicates are required.

ALMANAC FOR NEW YORK-THIS DAY.

give.

A CANAL WITHOUT LOCKS IMPRACTICABLE,

As I have already said a thorough cut is more nearly practicable through the Istimus of Panama than on any other line. But even on that line there are insuperable obstacles. First, in the magnitude of the work, which would make it cost over a thousand million of dollars; and second, from the fact that the cansi would become the ultimate grainage of all the immediate territory. The highest point crossed by this line is 236 feet above the mean level of either sea. PORT OF NEW YORK, APRIL 2, 1876.

REPORTED BY THE HERALD STRAM TACHTS AND HERALD WHITESTONE TELEGRAPH LINE.

Steamer Republic (2r). Porter, Liverpool March 23 and Queenstown 24th, with mode and passengers to R J Cortis.

Steamer Herman Livingston, Mallory, Savannah March 30, with mode and passengers to W R Garrison.

Steamer Wyanoke, Couch, Richmond, City Point and Norfolk, with mode and passengers to the Old Dominion Steamship Co.

million of dollars; and second, from the fact that the canal would become the ultimate grannage of all the immediate territory. The highest point crossed by this line is 23d feet above the mean level of either sea. It is estimated that the excavation would be in earth for a depth of twenty feet, thence in rock. With the steepest slope admissible for the banks—viz., one and a half to one in earth and one half to one in rock, the cross section of the excavation would be at that point 319 feet deep, 459 feet wide at the top and 12 feet wide at the bottom. This illustration ought to be enough to show what an enormous undertaking it would be. In the plan actually proposed for opening a canal through the istamus (see report of Panama Survey, appendix to report of the Secretary of the Navy, 1875) \_summit level of 123 feet is given to the canal for the twofold purpose of diminishing the excavation and of securing a drainage for the surplus waters. At the lowest stage during an exceptionally dry season, while the survey was in progress, the Chagres River, from which it is proposed to draw the water supply for the canal, was found to discharge a quantity largely in excess of the maximum possible demand. Like all tropical streams, the Chagres is subject to sudden and violent freshets, its surface often rising during the rainy season thirty-five and forty feet. It may be imagined would be the effect of receiving such a stream into the canal, to say nothing of the numerous others whose valleys, like that of the Chagres, are crossed by the line, and necessarily so, owing to the location of the only available harbors. By the proposed plan the canal will cross the Chagres by a viaduct, under which are provided to rive culverts, with ninety feet span each, to allow an escape for the waters during freshets. To supply the canal with water the Chagres is tapped ten miles above the point of crossing and about the river of the lake is a lake some ninety miles long and about there, is a lake some ninety miles long and about there, is folk, with mass and passengers to the Old Dominion Steamship Co.

sinp Emerald Isle. Nairn, Liverpool Feb 0, with mass to Tapscott, Bros & Co. March 1 and 2 had a cyclone, commencing at SE and ending at north; shifted cargo and split salis, Ac; Feb 2, Andrew Harrison, seaman leil from the jub-hoom and was drowned; 13, lat 34-50, lon 21-35, passed a hark steering cast, painted black with yellow screak, under lore and mizzate luxymasts, with mainmast gone about 6 feet above the deck, but needed no assistance; March 13, lat 44-04, lon 49-50, passed several leebergs; 10th, lat 44-08, lon 49-50, passed several le

sugar to J M Ceballos & Co; vessel to Funch, Edys & Co. Was 5 days north of Hatteras, with heavy SSE to SSW gales.

Brig Teresina (Ital), Lauro, Antwerp 57 days, with mase to J U Seager. Had heavy westerly winds.

Brig Tenena (of Windsor, NS), Priest, Les Sables d'Olonne (France), 51 days, in ballast to J F Whitney & Co. Came the northern passage, and had strong westerly winds. Brig Vienne St. Co. Crossed the Equator Feb 13, in lon 35; had moderat: weather up to the Gulf, afterward strong gates from SE to NW. Is anchored at Sandy Hook for order.

Brig Castillion tof Baltimore). Owens, Yabacoa, PR, 22 days, with sugar and molasses to J V Unatavis & Co; vessel to James E Ward & Co, Had strong northerly and Westerly gales from Hatteras.

Brig La Plata tof St John, NB), Bray, Sagua 2 days, with magar to Riakesley & Lewis.

Schr Carrie D Allen, Newcomb, Baracoa 9 days, with frait to Gomez & Pearall; vessel to B J Wenberg.

Schr Annie Bliss of Thomastoni, Simmons, Cardenas via Delawara Breakwater 13 days, with molasses to Gossler & Co. Vessel to Snow & Burgess.

Schr Eta A Stimpson tof Thomaston), Rivers, Savannah 7 days, with yellow pine to J as Russell.

Schr J B Bodwell, Wallace, Ilgekland, Ne, for Alexandria.

Put in for a harbor.

Schr J Ohn E Dailey, Long, Searsport 7 days, with ice to master. Is bound to Newrik.

order.

Schr J Paine, Smith, Bath, Me, 3 days, with Ice to H W
Lond & Co. Will discharge at Sandy Hook.

Schr S C Evans, Yath, Smail Point Harbor, Me, 2 days
with Ice to Henry Clausen; vessel to A Abbott.

Schr Lottie K Friend, Collins, Kennebec 2 days, with Ice.

Is hound to Newark.

PASSED THROUGH HELL GATE.

PASSED THROUGH HELL GATE.
BOUND SOUTH.

Steamer City of Fitchburg. Springer, New Bedford for New York.

Steamer Wamautta, New Bedford for New York.

Steamer Electra. Young. Providence for New York.

Steam Alcrae, Hetchel. Providence for New York.

Schr Alcrae, Hetchel. Providence for New York.

Schr Vandalla. Chatman, Providence for New York.

Schr Vandalla. Chatman, Providence for New York.

Schr Fencis Edwards, West. New Bedford for New York.

Schr Alfrad F Howe, Ellis. Warren for New York.

Schr Alfrad F Howe, Ellis. Warren for New York.

Schr Addia Blaisdell, Urowell, Bath for New York.

Schr Addia Blaisdell, Urowell, Bath for New York.

Schr Addian Madox, Rockland for New York.

Schr Addian Madox, Rockland for New York.

Schr Allie Crowell, Phelps. New London for New York.

Schr John E Hurst, Cook, Providence for New York.

Schr Texas, Smith, Providence for New York.

Schr Texas, Smith, Providence for New York.

Schr Texas, Smith, Providence for New York.

Schr Ans Amymond, Kelly, Bath for Philadelphia.

Schr Ans Murchison Falls, Nison, Fall River for New York.

Schr Ans Murchison Falls, Nison, Fall River for New York. Near Abn o Astron. New Bedford for New York.
Schr Union, Stevens, New Bedford for New York.
Schr Mommouth, Anderson, Essex for New York.
Schr Harriet & Sarah, Prentiss, Norwalk for New York.
Schr Jossie Hart 2d, Kean, Harmon's Harbor for New

Note Joseph Inter Sat, Acan, Harmon's Harbon for New York.
Note Benjamin Reed, Eston, Lübec for New York.
Schr Franklin Pierce, Piy. New Bedlord for New York.
Schr Cambridge, Parr, Harmon's Harbor for New York.
Schr Maris Li Hall, Lawrence, Fortland, Ct., for New York.
Schr Nettle Coshing, Irving, Thomaston for New York.
Schr Abel W Parker, Dean, Bath for Philadelphia.
Schr Alei W Parker, Dean, Bath for New York.
Schr Ji Bartlett, Kelly, Parker's Hoad for Newark, NJ.
Schr John Farnum, Farnum, Bath for New York.
Schr Phibe Elizabeth, Kelly, New London for New York.
Schr Annie B He's Second, Providence for New York.
Schr Annie B He's Second, Providence for New York.
Schr Annie B He's Second, Providence for New York.
Schr Annie B He's Second, Providence for New York.

Nork.
Schr Ida Palmer, Palmer, Stamford for New York.
Schr It A Forsyth, Hobbie, Stamford for New York.
April 1—Schr Acorn (not A C Horn, as misprinted), Bridgeors for New York.

BOUND EAST.

Schr Sitas Wright, Farr, Hoboken for New Haven, Schr Lucy Ames, Bishop, New York for Saulsbury. Wind at sunset S; midnight, WSW. Barometer at sunset, 30.42.

BELOW

Ship Fawn, Cleveland, from Havre Jan 19 via Port Royal farch 25, to Thomas Dunham's Nephew & Co. Received a flot April I from pilot boat Fanny, No 17.

MARITIME MISCELLANY.

BARE CRIINA, Allen, at Boston 1st inst from Buenos Ayres, reports:—March 29, iat 40 50, ion 70 45, Geo Under-bill, seaman, aged 25, fell from the foretopgallant yard and was lost.

SCHUJ. C. THOMPSON, before reported wrecked at Shin-necock, LI, was bound from Baltimore to Groton, Ct, and was driven ashore in a heavy 58 gale on the 20th ult, at midnight. The people of life station No 12 shot a rocket line over the vessel, and by this means rescued all on board, who were kindly cared for by Mr H L Squires (the keeper)

SCHE SUR W TOWNSHAD, which was ashore on Brandwins thouls, has arrived at Philadelphia; no damage.

for Halifax, NS, loaded with corn, from which no news has been heard.

Rockiand, Me, March 31—Much anxiety is felt for the anfert of the bark J G Norwood (of Rockport), Captain Geo Sacsberd. She sailed from Galveston for Bremen 80 days since, but nothing has been beard from hor since.

CHARLESTON, April 2—The northern bound steamers are detained here by stormy westher.

LAUNCHED—A4 Bath, Me, March 21, by Alexander Robinson, a serior of 130 tons, Lamed Mary E Webber. She is owned by the builder, Joseph Webber, the master, and others, and will be commanded by Capt Charles C Haines, of Southport.

Merchants, shipping agents and shipmasters are informed that by telegraphing to the Herand London Bureau, addressing "Bennett, No 46 Ficet street, London," or to the Paris office, addressing "Bennett, 61 Avenue de l'Opera, Paris," the arrivals at and departures from European and Eastern ports of American and all foreign vessels trading with the United States, the same will be cabled to this

with the United States, the same will be called to this country free of charge.

Captains arriving at and sailing from French and Medi-terranean ports will find the Paris office the more economical and expeditious for telegraphing news.

OUR CABLE SHIPPING NEWS. BRENNEHAVEN, March 31-Salled, barks Bruennow (Ger),

Istavas, for North America.

Cumuratana, March — —Sailed, bark Magnus Lagaboter (Nor), Philadelphia. (Nor), Philadelphia.

Dunlin, April 1-Sailed, bark Carrie Wyman, Gilkey,

PALMOUTH, April 1—Afrived, Dark Annie E. Lindu, M.
Hiott, Sourabaya.
GLOUCESTER, April 1—Salled, bark Ariadnes (Nor), Hansen, New York; Union, for do.
HAVER, April 1—Salled, ships Crusador (Br), Brewer, New
York; Hercules (Nor), Nielsen, New Orleans.
LONDOX—Salled from Gravesend April 2, ship Ellen Mun-

roe, Hotchkiss, San Francisco.

Naples, to April 1—Sailed, steamer Castalia (Br), Butler, QUEENSTOWN, April 1—Arrived, barks Isaac Jackson, Walsh, Portland, Mc.
Arrived 2d, bark Iride (Ital), Maglio, Philadelphia; brigs Sophia Cook (Br), Cook, Boston; Mary M Francis, Prancis, Portland, Mc.

Also arrived 2d, steamer Illinois, Shackford, Philadelphia for Liverpool (and proceeded). SEVILLE, to March 31—Arrived, schr Walter P Parker,

Daniels, New York FOREIGN PORTS.

BIO GRANDE, Feb 7-Sailed, schr J P Auger, Bedell, Per-

ANTWERF, March 19-Arrived, J B Line BRINAM, March 20—Off the Start, Antoinetta Accame, Bellaiso, from London for Philadelphia. Bellast, March 20—Salled, Busy Bec, Smith, Philadel-BIDEAUE, March 18-Went to sea from Royan, Comtesse hatel, Dupout, New Orleans: Rancagua, Allain, San Gelphia.
Houvingan, March 20—Sailed, Neptune, Spencer (from Liverpool), New York.
Issuich, March 20—Arrived, Ban Masuranich, Paleurich, Pica.

Cleared 20th, Golden Horn, Kjelstrup; Margaret, Anderson, and Flora, Jorgensen, Quebec; Ilst, Osage, McDonaid, Pictou, NS; Hannah Parr, Bjolstad, Quebec; Yuba, Meyer, Richibaret. chains, LIMERICE, March 21—Arrived, Fidente, Radoslovich New York, LISTER, March 20—Sailed, Ornen, New York; 21st, Trem-tiden, Tojesen, do. LEGUGORY, March 15—Sailed, Marena, Handy, New York, LISSON, March 12—Arrived, Voltuno, Savarese, New MARKITS, Agreen 19—Agree and both anchored in the canal).

York: Duisburg, Haljes, Baltimore (and both anchored in the canal).

MILPORD HAVEN, March 20—Arrived, British America, Leckhart, Liverpool for New York: Romola, Edgett, Troon for Cardenas; Lydia, Aker, Queenstown for St John, NB; Marto M, Sonomo, Glasgow for New York.

SHORKHAM, March 19—Off, Medelpad, Olsen, from Hull for SHORKHAR, NARCH 19-00, ARRESPOND
New Orleans.
PRAWLK POINT, March 20-Passed by, Edith Troop,
Crocker, from London for Liverpool, NS.
TEXEL, March 19-Salled, Nundawall, Schmidt, Baltimore;
Ansgar, Pie, and Emanuel, Molhach, do; Universe, Jonea,
talveston; Christine, Delmar, America; Pellegro, Schisffino, do; Sigurd Jarl, Tostensen, Wilmington; Johann Lang,

York.

BRUNEN, March 17—The bark Emille (Ger), Deicke, from New York, grounded near the Junglernbacke last night and lost both anchors, but was assisted off by two tugs and towed into harbor to-day.

FALSOUTH, March 21—The Ashantee, from Pabellon de Pice, reports: —March 12, lat 40 40 N, lon 20 19 W, passed an abandoned and waterlogged ship, painted ports, forement and foreyard across; all other spars gone; decks completely swept; could not see any one on board.

Livkurvou, March 25—The Adeline C Adams had main chain plates and several planks to water line cut through from the collision, reported March 16, with the Sardonyx (s).

The 7 R Pattille, from Dublin, and the Imperator Francesco Guiseppe 1, from New Gricans, have been in collision of Newferry. The former lost jibboom, &c, the latter sustained slight damage.

AMERICAN PORTS.

ALEXANDRIA, March 31—Sailed, schr Marv Sands, New York.

BUSTON, April 2—Arrived, steamer Siberia (Br., Harrison, Liverpool; bars, Regins Tolek, Ray, Sapua (Cuba); schra May Mer Saina, N. C'Farland, Paiserno; H. S Hidges, L. H. Harrison, Liverpool; S. Si Hudson, Vaughan, Galveston; H. Gulorne, Crewell, Islandon, Vaughan, Galveston; H. Odforne, Crewell, Hudson, Vaughan, Galveston; H. Odforne, Crewell, Hudson, Vaughan, Galveston; H. Baker, Bakimers; C. W. Lewin, Hugper, Philadelphia; Mabel, Maloney, do.

BALFIMORE, April 1—Cleared, schr Lula, Snow, Beston, 2d. Arrived, steamers Wu Kennedy, Foster, Savannah; Octorsra, Reynolds, New York,

BELFAST, March 23—Sailed, schrs J. D Bodwell, Jacksonville; Jessie B. Allen, Sandall, Petersburg, Va. 24th—Sailed, schrs Annie Lee, Look, Jacksonville, Jessie B. Allen, Sandall, Petersburg, Va. 25th—Sailed, schr Wu Flint, Pendleton, Searsport, to load for New York.

28th—Sailed, schr Dione, Warren, Jacksonville, BATH, March 39—Arrived, schr Loretto Fish, Young, Phipsburg, to load for Philadelphia.

Sailed—Schr Montana, Fearce, New York, Sailed—Schr Montana, Fearce, New York, Sailed—Schr Mindow Morse, Oliver, New York; Koret, Dunnam, Baltimore; D M French, Childs, Flushing, Li. Sailed from Smail Foint 20th, schr S C Evans, Tyler, Philadelphia.

Arrived at do 30th, schr; S C Drisko, Haskell, Boston, to for do.

Arrived at Fort Popham 30th, sebr A M Aldridge, Harnden, Boston to load for Philadelphia.

Arrived at Ricasville 28th, schr Laura A Burlingame, to load for New York.

Arrived at Parker's Head 28th, schr Ida della Torre, Chase, to lond. Chase, to lond.
Sailed from do 3 th, schra Lottle K Friend, Collina, New-ark; Mary H Stockham, Reed, Chesapeake Bay.
BRISTOL, March 30—Arrivod, schr U & K Corson, Cor-

d).

MOBILE, April 1—Cleared, barks B L Parsridge, Parridge, Rotterdam; P A Munch (Nor), Berentsen, north of MARRLEHRAD, Maerh 27—Arrived, schr Jas S Shindler Lee, Philadelphia.

NEW ORLEANS, April 1—Cleared, bark Mississipp (Nor), Hein, Roval; Siberia (Br), Urquhart, Liverpool Maury (Nor), Christensen, Queenstown; Prudente (Ital) Amsterdam.
NORFOLK, March 30—Arrived, steamer Jose (Sp), Albi
suri, Mataness for Liverpool—put in for coal; schrs Kate
Thomas, Baltimore for Richmond; Sea Nymph, Dow. Provi dence.
April 1—Put in, schr Lizzie C Hickman, Simpler, Phile delphia for Savannah, leaky. definits for Savannah, leaky.

NEWBURYPORT, March 31—Arrived, sohr David Terry, Soule, Mayaquez, PR.
Relow—Schr Lizzlo Carr, Toole, Darien, Ga.
NEW REDFORD, March 30—Arrived, steamer Panther.

NEW BEDFORD, March 30—Arrived, steamer Fantaer, Mills, Philadelphia.
Sailed—Brig A H Curtis, Shepnard, Maxansas, April 1—Arrived, ship Syren, Nowell, Honolulu.
NEWPORT, March 30—Arrived, schr Modasty, Nickerson, Weehawken for Vineyard Haven.
PM—Arrived, schrs Neitic B Dobbin, Dobbin, Warsham for Newcastle, Del; Active, Seward, Harmon's Harbor for New York.
Sailed—Schr Modesty, Nickerson, Weehawken for Vineyard Haren.
31st—Arriyed, schr Eddie Plages, Hawes, Virginia for Providence. Silic-Arrived, schrs Whistler, Keefe, Tannton for New York; Ann Amelia, Allen, Providence for do; Wm D Mar-vel O'Keefe, do for Georgetown, DC. Sailed—Schrs Mansfield, Achorn, for New York; Plorance;

Sailed—Schrs Mansfield, Achorn, for New York; Florence; Active.

Also sailed, schrs Jane L Newton, Stover, Botton for Washington, DC; Advian, Maddocks, Rockland for New York; M M Merriman, Tripp, Tsunton for Plymouth, NC.

NEW LONDON, March 30—Sciled, schrs Wm. T. Elmer, for New York; Samuel Weller, do; Robert Pettis, for Visginia; Nellie M Snow, do; Wm Buller, do; Mary E Whort, do; Cetacean, do; Ida H Freen un, do.

Sist—Arrived, schrs Kit Carson, Cold Spring; Hannah Brown, do for Providence; Belle Seaman, Amboy for Norwick; John Crockford, Wechawken for do; Entire, Amboy.

April 1—Arrived, achr Active, from Portsmouth, NH, for New York. redericksen, West Hartlepool; acur Aanu veosate, worth Indianola.
PhilLADELPHIA, April 2—Arrived, ship Hovding (Nor), shong, Antwerp via Sandy Hook; barks Elona Cordana (Ital), Grobata, London; Tigre (Ital), Cavassa, Liverpool; Bucefalo (Ital), Chiesa, Dunkirk; schrs Ethan Allen, Blake, Cardenas; John Bird, Smith, Fernandins, Sue W Townend, Townsend, Savannah via Brandywine Shoals, where

Snare. and Alaska, Thorndike, New York.
PROVIDENCE, March 30-Arrived, schrs Carrie, Beyen,
Polant, Pensacola; W P Ritchic, Freathy, Pawtucket for
New York.
Sailed-Schra Geo W Whitford, Bryant, Ponce, PR; Laure
V Rose, Allen, Philadelphia (and anchored below).
Slatt-Arrived, steamers Geo Appold, Loveland, Balttmore; Florida, Crocker, Philadelphia; Catharine Wniting,
Latharine Williams, Philadelphia; Catharine Wniting,
Latharine Will Department of the Principle of the Principle

Boston.
Sailed—All vessels before reported, except brig Mattie B
Russell; schrs John U. Rogers, Julia & Martha, Hattle L
Curtis, and Clarisaa Allen.
WILMINGTON, NU, March 30—Cleared, brig Dr Witte
(Ger), Zenhilen, Bristol, E.

31st—Cleared, bark Andriette (Swe), Ordman, Rotterdam.
April 1—Cleared, bark Lydia Peschau (Ger), Fechter, Liverpool.

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